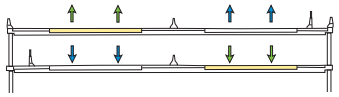
Cross Section	Evaluation
 **8-Lane Freeway Option**	• Provides acceptable capacity (LOS C) for through traffic and ramp entering/exiting traffic through 2025 design year. • Provides reserve capacity for traffic growth beyond 2025
 **6-Lane Freeway Option**	• Provides fair capacity (LOS C/D) in 2025 design year • Does not provide reserve capacity for traffic growth beyond 2025
 **4-Lane Mainline with Collector-Distributor (C-D) Option**	• Provides acceptable capacity (LOS B) for through traffic, and fair capacity (LOS D/E) for entering and exiting traffic on C-D system • Does not provide reserve capacity for traffic growth beyond 2025 • Would require downtown destined traffic to exit mainline I-74 upstream of destination • Comparatively wide bridge cross section would increase construction costs • C-D system on Iowa and Illinois approaches would result in comparatively greater right-of-way requirements and potential land use impacts
 **Double Deck with Collector-Distributor Option**	• Northbound and southbound roadways would be vertically separated by double deck structure • Would significantly complicate or restrict access to riverfront areas since one direction of I-74 would need to be raised approximately 25 ft. • Would significantly increase construction costs due to increased length of approach structure, double deck configuration, and complex interchange requirements • Provides acceptable capacity (LOS B) for through traffic, and fair capacity (LOS D/E) for entering and exiting traffic on C-D system • Does not provide reserve capacity for traffic growth beyond 2025

Figure 2-1 Mississippi River Bridge
Lane Arrangement Options Evaluation

Table 2-1
Mississippi River Bridge
Lane Arrangement Options
Evaluation